

HONOLULU, HAWAII TERRITORY, SUNDAY, JUNE 6, 1909.



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## European Art Goods

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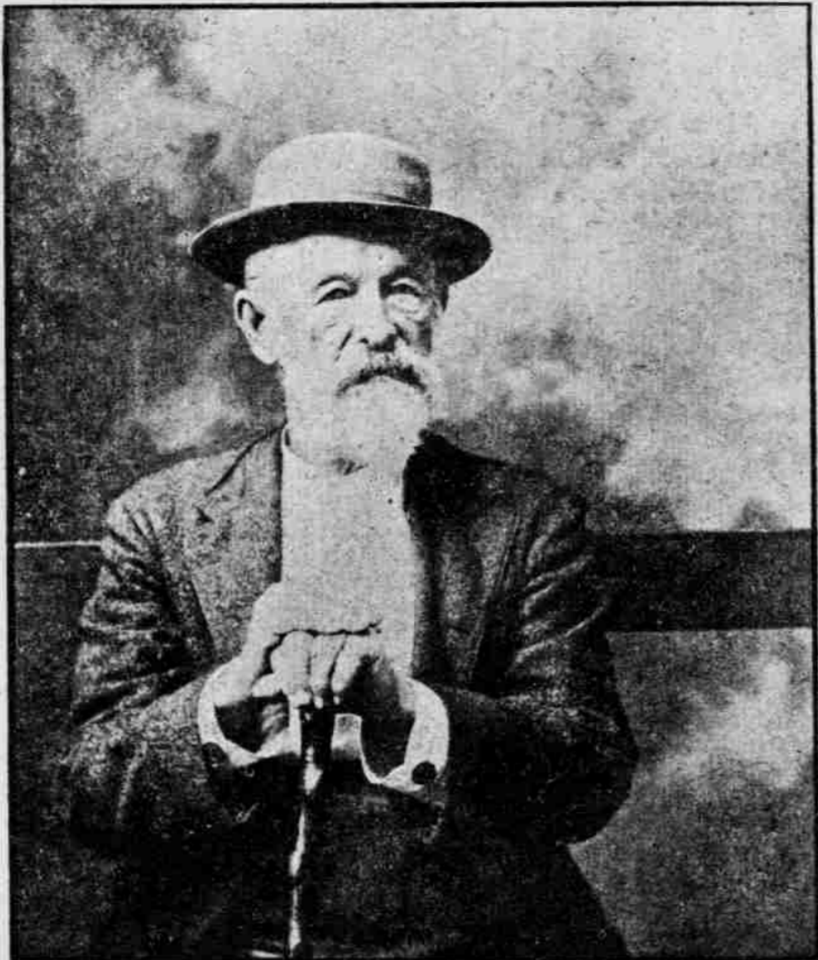
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**READ THE ADVERTISER**  
WORLD'S NEWS DAILY

## CAPT. BLACK IS LEAVING HONOLULU FOR HIS OLD HOME



CAPT. J. H. BLACK, KAMAAINA, WHO WILL VISIT HIS EASTERN HOME FOR THE FIRST TIME IN FORTY YEARS.

Captain J. H. Black, after nearly forty-four years residence in the Hawaiian Islands, is going back home on the next steamer, and his eyes dim with tears when he speaks of home, for everything back in Philadelphia, near which he was born in 1830, will be strange to him and nothing will remind him of the past. "If I can only find St. James' court, I will be all right and can probably find my way about," he said.

Captain Black has had an interesting career and is numbered among those whose names are inscribed on the book of fame of the Pioneers of California, for he first went to the Golden State in 1849, when the gold fever was felt throughout the whole Republic. He shipped aboard the bark May Dew, in Philadelphia, in 1849, and arrived in San Francisco via the Horn in April, 1850, when he was twenty years of age. From San Francisco he went to Sutter's Fort, outfitted with three others and went to North Fork river and struck gold. The quartet, says the captain, brought back about \$74,000 which was divided equally and then they returned to San Francisco and went back home, via Panama. From Philadelphia he went to Detroit, Michigan, and being a journeyman printer he found work to do everywhere. He was employed on the Detroit Free Press for some years until the war broke out when he enlisted in the 24th Michigan Volunteers and served two and a half years as orderly sergeant.

"I made the mistake of my life by enlisting in the army," said the captain yesterday. "I should have shipped in the navy and today I might have been a big man in the navy. I served in the army until I was worn out and was wounded twice in the right leg. I got my first wound at Antietam, the bloodiest battle of the war. I got hit on the side of the head with the butt of a musket, too. Our first experience was at Frederick, Maryland, when our regiment was ordered from Washington to help push Lee back. We dropped off the train and were ordered out as skirmishers. We drove Lee's skirmishers through the town of Frederick, but we were driven out again. Say, that song about that old woman in Frederick—what's her name? Oh, yes, Barbara Frietchie—well that song is all humbug. We went through the town twice and never saw or heard anything of it. It was a good, patriotic song, but it was a piece of imagination, as sure as you were born."

"When we were way down the Peninsula, word came that McClellan had been removed from command. We were pretty mad about it, and my captain broke his sword across his knee. But our regiment was ordered out to surround a part of Sickle's command because they had thrown down their guns in disgust. I wrote all about the whole business to my wife and she let a lot of it be printed in the Detroit Free Press. That paper came straight down to headquarters and I was summoned before a court-martial. But I didn't go and never attended the court, and nothing ever came of it. I couldn't deny the letter when they questioned me."

"Yes, and I was at Fredericksburg when we pontooned the Rappahannock river so that the army could cross. My regiment went across during the fight to put the pontoons across. Well, I petered out on the way back toward Maryland and somewhere near Harper's Ferry I laid down alongside the road and gave up—couldn't march any more. I was picked up and taken on to Washington. When I go back to Philadelphia I am going over to Washington to see about getting my pension increased. I believe I ought to get more. I was wounded twice and it has made me limp ever since with the rheumatism, and then I am getting old. The

years are going faster with me now, for I'm nearly eighty."

"I was told to go west just at the close of the war, for my health. I went to Sacramento and Dr. Clunness told me to go to Honolulu, and so I arrived here September 1, 1865 in the A. A. Eldredge. Captain Bennett, with Captain Shepherd of Honolulu as first mate. I left a job in San Francisco where I was making \$30 a week. When I arrived here Charles Gordon Hopkins was Minister of the Interior and he wanted me to go into the printing business. I did so in the old Polynesian office where the postoffice now stands and was called Government Printer. Later I went into the shipping business and was master of a vessel between here and San Francisco for a few years. Then I returned to the printing business again."

"I started the Hawaiian Gazette and the Kuokoa. I worked for a time until I had trouble with C. C. Harris, Minister of Foreign Affairs, when I resigned. I went to San Francisco and bought a printing outfit and came back here with it. We printed ordinary bills at \$13 a thousand. I cut it down to \$10. Then I bought the Advertiser from H. M. Whitney for \$15,000 cash on September 1, 1870. I sold out again on September 1, 1880, for just what I paid for the paper."

"My sister will meet me in Chicago and accompany me to Washington." Its a had blow to the captain to leave Honolulu after living here so long, but he is anxious once more to visit the city of his birth.

## The Passing of the Lamp

If country people would investigate Acetylene Lighting impartially, this is what they would find out about it. They would find that Acetylene Gaslight is not only the most brilliant, beautiful, coolest, steadiest and cleanest of all home lights, but the safest as well.

They would find that its rays are precisely the same in color-balance, and chemical effect, as natural Sunlight—so clear, pure, and healthful that Plants grow by night under Acetylene as they do by day under Sunlight.

They would find that the use of Acetylene Gaslight would cut out all the disagreeable daily cleaning, filling, snuffing and chimney-wiping of Kerosene Lamps, with the inseparable soot, smell, heat and air-destroying action of such lamps.

If they would consider that the proper care of even eight Kerosene Lamps spoils half an hour per day of somebody's time, instead of half an hour per month, they would begin to ask earnest questions about Acetylene Lighting from unprejudiced people who know Modern Acetylene through actual experience with it.

Then we could tell them something which would bring more leisure to the weary Housewife, more comfort to the whole family, and more prestige to the Country Home generally.

And we could tell them how little all this additional comfort, leisure and home-prestige need cost, when they go the right way about installing Acetylene.

Brilliant, cool, steady, soft, safe and colorless as Sunlight itself.

Two million Americans use it regularly and over 348 Towns are publicly lighted by it.

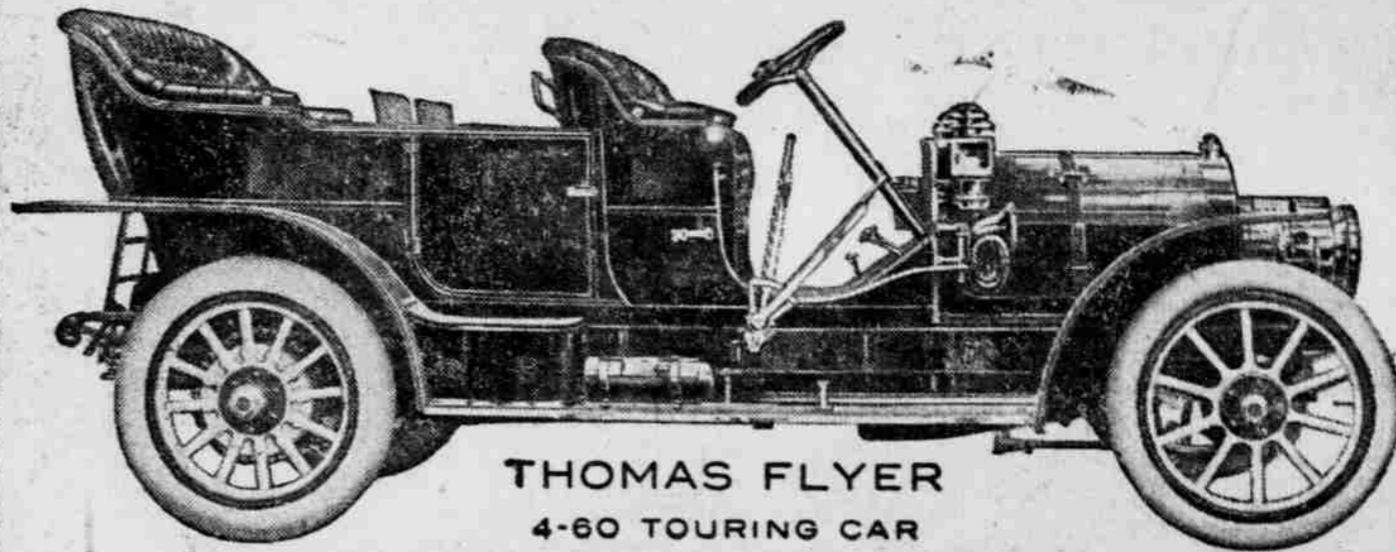
Write us today how many rooms you've got, how large a store, hotel, or church to light, and receive definite information.

We like to hear from people who are "from Missouri" and "who want to be shown."

Just address us this way for the evidence—

**Acetylene Light & Agency Co., Limited.**

847 Kaahumanu Street, Honolulu.



THOMAS FLYER  
4-60 TOURING CAR

## This Amazing Stock Car Has Made 20,000 Terrible Miles

Did you ever stop to marvel at what an automobile endures? Even a poor automobile on city streets stands more punishment than any other kind of machinery ever built.

A locomotive runs on smooth steel rails. Other machinery stands in one spot. But an auto, complicated as it is by the eccentricities of gasoline, gas, water and electricity, has to perform its functions while moving at speed and undergoing strains, jolts, bumps and thrusts from every direction at once.

If you were not so used to this, you would hardly believe it possible. Then consider what manner of materials and machinery must be that of the stock Thomas Flyer, the Pathfinding car, which has just laid out the route from New York to Seattle.

Its arrival in Seattle rounds out a total for this amazing stock car of 20,000 miles, as follows:

Winning the New York-Paris Race	-	-	13,000 Miles
After its return to America, With its bonnet sealed	-	-	1,000 "
During last winter over frozen roads	-	-	2,000 "
New York to Seattle	-	-	4,000 "

Twenty thousand miles, even on good roads, would be a monster achievement. But, as every news reader knows, the 20,000 miles made by this stock Thomas Flyer were the worst that any car ever made.

More than half of this total was made over roads that no horse could stand, through blizzards, through sand, through hub-deep mud. Thousands of these miles were made where the roads had to be abandoned to drive over railroad ties, through water, through forests and over mountains, where the axe and the shovel got the car through.

This car has twice crossed all the mountains between the two oceans.

Such endurance as this car has shown has never been equaled or even approached by any machinery that man ever made. This car's performance makes every other endurance test seem too trifling to think of.

The most remarkable thing of all is that this car's journeys started from a salesroom floor. This car is a stock car—in every way the same as the 4-60 Thomas Flyer we should like to show you today.

Please call and look over the photos of some of the car's experiences. Then, by your leave, we should like to give you a demonstration of this car's easy riding, its style, its ease of control, its luxury and refinement.

## THE von HAMM-YOUNG CO., LTD.

Sole Agents

Alexander Young Building

## EMPRESS EUGENIE'S WEDDING DAY.

Even on her wedding day the Empress Eugenie received a sign of ill omen, according to Clara Morris, in The Woman's Home Companion for May. The market women of Paris presented her with a mountain of violets on the day of her marriage to Louis Napoleon, Miss Morris says:

"And those market women—they boiled over! They yelled and pushed and crowded into the palace gardens. They screamed and screamed for the Empress, until at last a window opened and Eugenie stepped out on the balcony, and, ever eager to please, she held in her hands a great mass of the violets the market women had sent her. 'Then suddenly one old fishwife shrieked out at those of the committee: 'Pigs! Idiots! It is the flower of sorrow you have sent to her!' While quick another raved out: 'It is the color of mourning that you send the bride of the Emperor! Violets, purple violets, to a bride! Pigs! Idiots! Devils! It is an omen—a sign of evil!'"

"And then the fight began! Oh, mon Dieu! They were terrible! They tear one another like wild beasts! The gendarmes try hard to make order, when a voice up above us says out, clear and gentle, 'Oh, soldiers, don't hurt them!' And the idea that any soldier on earth could hurt a dame des Halles was so funny that everybody stopped fighting to laugh. And they laugh and laugh, and wipe off the blood, and slap the gendarmes and say: 'Don't hurt us, messieurs—don't!' And they dance and shout, and the beautiful Empress stands now by the Emperor and bows, and throws violets to the crowd, and all below cry 'Vive l'Imperatrice!' And she smiles and smiles, and so retires. But the old witch was right! Yes, madame, though the violet was the flower of the Bonaparte, it is the flower of sorrow, not fit to send a bride! It was an omen, and, given at the Tuilleries, it pointed to Chiselhurst!"

## A RARE JUDGE.

Teacher asked her scholars for some very long sentences. One boy wrote: "Imprisonment for life."—Driftwood.



## The College

The Shoe that allows room for all five toes. Sensible and comfortable.

High and Low Shoes, in vici kid and tan Russia leathers.

Price \$4

**Manufacturers' Shoe Co., Ltd.**

1051 Fort Street.

## Dress and Waist

## PATTERNS

SILK AND CREPE.

ALSO FLOWER POTS FROM JAPAN.

NEW ARRIVALS.

## THE JAPANESE BAZAAR

FORT NEAR THE CONVENT.

"That fellow Smithers is a clever chap. He can write with either hand."  
"Is that so? How on earth does he manage to do it?" "On a typewriter."  
—Success.